2. Please replace paragraph **[0004]**, at page 1, with the following:

With each of the above designs, disadvantages exist. In the case of providing a separate circuit for each of the separate motors, each circuit would require its own pump and control valve whereby the cost of doing so disfavors providing an economical product to the consumer. In the case of providing a circuit having each of the motors connected in series, efficiency, or the ratio of the work output to the work input across a system, is often decreased. This decreased efficiency results from drops in pressure across the valves which control the direction and function of flow and pressure through the circuit. These valves exist to regulate, as stated above, the pressure across the circuit when it is necessary to control the flow of hydraulic fluid to a first motor while preventing flow to one or more of a series of motors when it is desired to only operate one or a combination thereof. As fluid passes over these valves, the system experiences a drop in fluid pressure causing the system to be less efficient than it could otherwise be. Additionally, cost disadvantages also exist in this design due to the provision of these control valves.

3. Please replace paragraph **[0018]**, at page 4, with the following:

The directional control valve 32, prior to the energizing of the solenoid valve 24, is closed, as is shown in Figure 1, and is opened as shown in Figure 2 by pressure from flow which has passed through the solenoid valve 24, as has been previously stated. As shown in Figure 1, the directional valve 32 has four ports 38, 40, 42 and 44 therein whereby fluid can be passed through the port 38 to the port 44 whereby the ports 40 and 42 are closed to the motor 14. Referring to Figure 2, it is seen that upon pressurization by fluid traveling along a line 46 as a result of energizing the solenoid valve 24, the directional valve 32 and its ports 38 to 40 and 42 to 44 are opened so as to allow the main flow of fluid R1 supplying the front motor 12 to flow vertically upward therethrough and along a path R1,R2 through an exit port 48 which supplies and permits fluid to be passed through the left motor 14. After passing through the motor 14, the fluid re-enters the path R1,R2 through the port 50 where it then continues towards the outlet 22. Fluid which escapes the motor 14 and which does not flow along the path R1,R2 is routed to a drain port 52 which is combined with the drain flow of the directional valve 32 and is then returned to the

tank 36. A similar directional flow can be conducted in a corresponding manner when it is desired that the right motor 16 be made operational.

4. Please replace paragraph **[0021]**, at page 5, with the following:

Accordingly, the left and right motors 14 and 16 will be made operational as hydraulic fluid is then able to be delivered to them. As can be seen in Figure 3, actuation of both solenoid valves 24 and 55 associated with the left and right motors 14 and 16, respectively, establishes a flow path R1, R2, R3. The flow of hydraulic fluid exiting the left motor 14 may do so only in one direction which is directed towards the outlet 22. Consequently, flow is permitted to be directed only in a first entry and exit direction with respect to supplying the right motor 16; therefore, instances in which the flow R1,R2 (supplied to the right motor 16) could re-enter the supply lines of the left motor 14, with a directional flow which is different than that which has been described above, are substantially prevented.

5. Please replace paragraph **[0022]**, at page 5, with the following:

As also shown in Figures 1-3, flow patterns R1,R2 and R1,R2,R3 each include a relief such as the valve 60 therealong, which is provided to release excess fluid in the circuit when a sudden increase in pressure driving the flow thereof is experienced. Such an increase in pressure may occur, as in the case of a rotating mower blade, when an object impacts the blade causing it to suddenly slow or stop so as to affect the work done by its respective motor. For example, the fluid pressure along R1, R2 may be higher at the port 48 than that at the port 50 when an object impacts the blade. Because the front motor 12 is operating upstream of the motor 14 in the series circuit and possesses inertia, or a tendency to move the fluid therein due to the rotation of its blade, obstructions affecting the left motor 14 will cause the inertia of the motor 12 to yield a sudden increase in pressure in R1, R2. As the flow R1, R2 is directed through the circuit, this pressure will be released through the relief valve 60 if it increases in an amount greater than that of the relief valve setting so as to bypass the obstructed motor 14 and preventing damage to its components. This component protection system can also be seen in the R1, R2, R3 flow path. Where an obstruction affects the right motor 16, the fluid will resume

A5 traveling along the designated pattern R1,R2,R3 towards the outlet 22, bypassing the right motor 16.

6. Please replace paragraph **[0025]**, at page 7, with the following:

In the case in which it is desired to operate the front and left motors 64 and 66, flow will be directed to a logic control valve 80 and then along a path R4,R5 after a solenoid valve 82 has been energized by the operator having switched the control for the left motor 66 located on the vehicle operator's panel. The shifting of the A6 solenoid valve 82 allows a pilot signal from R4, in the form of pressure, to shift the logic valve 74 to its closed position while connecting the pilot line 83 from the logic valve 80 to the tank 85 allowing it to open a flow path for R4 to the motor 66. Along this path, the flow R4,R5 will encounter a pilot check valve 84 used for braking the motor upon shut down as well as a check valve 86 used to regulate flow only in the downward direction. Thereafter, the flow will continue to exit the system along the path designated R4,R5. With the flow just described being similar in nature for that required to obtain operation of the right motor 68, only the operation of and the flow designated R4,R5 servicing the left motor 66 has been described.

7. Please replace paragraph **[0028]**, at page 8, with the following:

Thus, in contrast to the circuit 62 just described and shown in Figure 4, there is provided a hydraulic circuit 10 which connects each of three motors 12, 14 and 16 in series while eliminating restrictive valves within the operating flow path to allow for A7 increased efficiency across the circuit 10. This increase in efficiency is permitted by eliminating valves such as the check valve 86. This increase is accomplished since the flows R1 and R1,R2 are routed into and out of their associated fluid transfer means, thereby achieving isolation of the left and/or right motor(s) so as to block flow not associated with either of those motors from inadvertently re-entering it.